

**Support the Sail Training Association
and help run its schooners
'Sir Winston Churchill' and 'Malcolm Miller'**

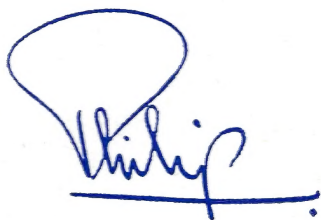
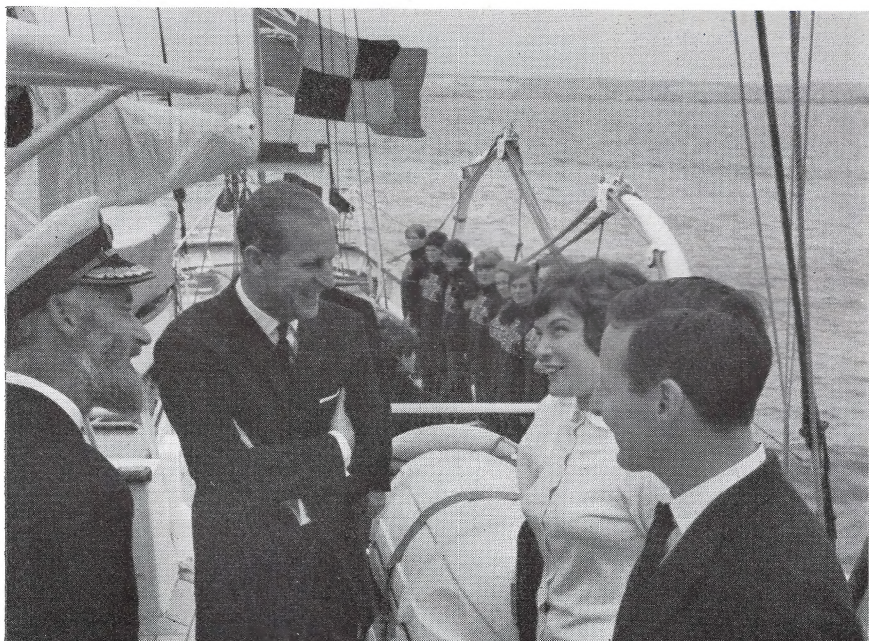
H.R.H. Prince Philip, Duke of Edinburgh, described the Sail Training Association's plans for their 300 ton schooners, in the following terms,

This is a scheme designed to benefit the young men of this country, to give them a taste of fright, discomfort and adventure in an age when it is possible to live comfortably, securely and boringly.

I think there is enough evidence from the Outward Bound schools, the Central Council of Physical Recreation courses, the Award Scheme, the various arduous camping and adventure courses of the voluntary youth organisations and cadet forces to show that, given the opportunity, the young men and women of this country are willing and eager to find action in these ways. Where the opportunity does not exist, who can blame them for finding their own ways of relieving the boredom of a mollicoddling society?

I think the Sail Training Association has got a really good scheme for you to consider.

His Royal Highness the Prince Philip,
Duke of Edinburgh, K.G.,
Patron.

A handwritten signature in blue ink, reading "Philip", with a horizontal line underneath.

Prince Philip visits S.T.S. "Sir Winston Churchill" at Portsmouth on completion of the first cruise for girls

The Sail Training Association

(Registered as a Charity)

Patron: His Royal Highness The Prince Philip, Duke of Edinburgh, K.G.

President: Hugh L. Goodson

Chairman: Maldwin Drummond, J.P.

Deputy Chairman: Lt.Cdr. The Hon. Greville Howard, V.R.D., R.N.R.

Hon. Treasurer: Colonel D. G. Birkett, O.B.E.

Hon. Legal Adviser: C. A. W. Beaumont

Sailing Secretary: Colonel Richard G. F. Scholfield

National Secretary: Captain T. C. Meyrick, O.B.E., D.S.C., R.N.

Schooner Secretary: Captain D. E. Bromley-Martin, R.N.

THE SAIL TRAINING ASSOCIATION was founded in 1955 to bring together the youth of the Maritime Nations of the world by holding a race between their sail training ships. These races have been held every second year since 1956 and in 1964 eight of the world's most graceful square-riggers raced across the Atlantic from Lisbon to Bermuda. In 1966 the Tall Ships Races were from Falmouth to the Skaw in Denmark and from the Skaw to Den Helder in Holland. In 1968 the race will be from Gothenburg, starting on Saturday, 3rd August.

It is a condition of these races that at least 50% of the crew of all competing vessels should consist of 'trainees'; that is youths between the ages of 16 and 21 with little or no previous sea experience.

In 1966 the S.T.S. "Sir Winston Churchill" entered her first Tall Ships Race and was placed 1st in her class. Both Schooners are entered for the 1968 Race.

It is the Association's ideal to run more and more races and regattas for young people.



The Aims

The Sail Training Association believes that there is no finer way of opening up new horizons for boys and girls than by giving them a taste of life in a sailing ship and an opportunity to meet the challenge of the sea.

For this reason the Association built the three-masted schooner *Sir Winston Churchill* to enable 600 young men and boys—and some girls—to go to sea for a fortnight's cruise every year. Response to this has been so great as to justify the building of a second schooner, the *Malcolm Miller* now in service.

The Association has the support of many local education authorities, nautical, public and sea schools, youth organisations, firms, leading public figures and members of the public.

The aims of the Association are :-

1. To provide a means of developing character.
2. To provide an opportunity for participating in a virile and manly sport.
3. To uphold and enhance the maritime prestige of Great Britain.
4. To work with similar organisations who are responsible for training youth in other spheres of activity.

Young people do not need to have previous experience of the sea, or boats, to go on a cruise; nor is any attempt made to turn trainees into 'seamen' in a fortnight. It is however important that they should be keen to come.

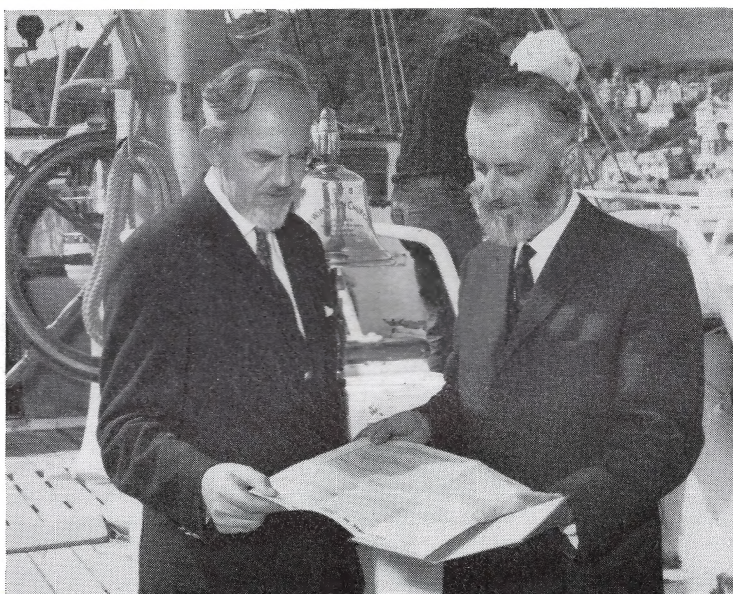
The scheme is intended as much for those who work in our industrial areas as for those who live on the coast.

The Schooners

Both S.T. Ships, *Sir Winston Churchill* and *Malcolm Miller* were designed by Camper & Nicholsons Ltd. in association with Captain John Illingworth, F.I.N., R.N. and built of steel. The *Sir Winston Churchill* was built by Richard Dunston Ltd. of Hessle, near Hull and the *Malcolm Miller* by John Lewis & Sons of Aberdeen.

The Schooners are sister ships and are both 135 ft. long, have a beam of 25 ft. and a draft of 15 ft. 6ins. They are rigged as three-masted schooners with gaff sails and topsails on the fore and main and a Bermudan mizzen. In addition, there is a squaresail, square topsail and raffee on the fore mast and topmast stay sails between the masts. The top of the mainmast is 98 ft. above deck and the total sail area is 7,110 sq. ft.

Each has two 135 h.p. auxiliary diesel engines which drive the schooners at $9\frac{1}{2}$ knots, to assist in berthing and to enable them to maintain schedule during calm weather. Their equipment includes the most modern aids to navigation and a wealth of safety equipment.



THE SCHOONER CAPTAINS

Captain G. Griffiths (Right)—MALCOLM MILLER Captain R. Willoughby—SIR WINSTON CHURCHILL

Both schooners have a permanent crew of a Captain, a Chief Officer, a Bos'n, an Engineer and Chef.

When trainees are embarked, the permanent crew of each ship is augmented by three volunteer Watch Officers (who have to be experienced yachtsmen) a Navigator and a Purser. There are also three Watch Leaders, one Bosun's Mate and a Chef's Assistant who are trainees who have shown special aptitude in a previous cruise, and have volunteered for this duty.

The Cruises

The cruising season for the schooners is normally March to December each year, during which time 15 or 16 cruises each of 14 days are planned.

Whenever possible each cruise will include a visit to a foreign port, and the schooners will represent Great Britain in the major Sail Training Races every other year provided that this does not seriously interfere with the cruise programme. There are berths for 39 trainees on each ship in each cruise. The ships are worked by the trainees who are required to take on under supervision all the jobs normally done by the crew of a sailing ship, such as sail handling, steering, look-outs, handling wires and ropes, cleaning ship above and below decks, and the necessary domestic chores. Trainees also gain experience in shipboard arts such as navigation, use of radio and navigational aids, and the maintenance and proper handling of sails and gear. However, it is not the aim to produce seamen in a fortnight. The main experience is of communal effort and living in the confined space of a sailing ship. Formal instruction is kept to a minimum.

A limited number of cruises are reserved annually for girls only.

The Cost

The cost per trainee per cruise in 1968 is £37 10s., but in 1969 it will be £40. This sum is reviewed each year since berth fees pay for a high proportion of running costs.

Many local authorities are prepared to make a grant to cover part or all of the berth fee in cases of need. Applicants who would have difficulty in raising the money may find it worth while applying through their school, youth organisation or employer for assistance.

How to Apply

Applicants wishing to sail in the schooners must be at least 16 years of age and their 21st birthday not later than 1st May of the year of the cruise. They may apply for a berth individually, through their school or firm, or be nominated under endowment arrangements made by education authorities, youth organisations and firms.

Applications from any part of Great Britain, or overseas are welcome, but it is suggested that young people should choose a cruise starting or finishing at a port near their home.

There are no selection boards or examinations for applicants, and berths are allocated on a "first come first served" basis. Any young person in the age group may apply for a berth, but it is important that they should be keen to sail in the schooners. Companies with Apprentice Training Schemes should be able to debit costs against such schemes.



S.T.S. Malcolm Miller on Trials

Apply to:—Captain D. E. Bromley-Martin, R.N., Schooner Secretary,
Sail Training Association, Market Chambers, High St., Petersfield, Hants.

How you can help

You can help the Sail Training Association :

By sending a donation, large or small.

By remembering the Sail Training Association in your will. (A form of bequest is included in this brochure).

By becoming a Member of the Sail Training Association for an annual subscription of £3 : 3s. a year or more. This will give you the right to attend and vote at General Meetings. Annual subscriptions of less than £3 : 3s. are welcome, but do not entitle the subscribers to attend General Meetings.

If you pay your annual subscription by a seven year Deed of Covenant the Sail Training Association, being a registered Charity, can recover income tax. This will make your subscription worth more than half as much again.

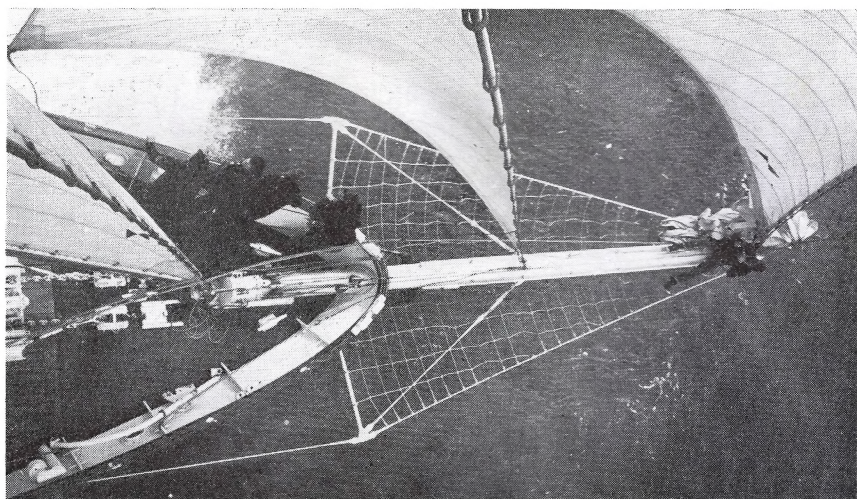
Young people under the age of 21 can become Cadet Members on payment of £1 annually.

Members and Cadet Members receive regular issues of the magazine "Sail" and can obtain a lapel badge on request. Ties are available at 17s. 6d. each.

Subscriptions should be made payable to the Sail Training Association and sent to :

The Hon. Treasurer, The Sail Training Association,
Market Chambers, High Street, Petersfield, Hants.

S.T. Schooner's Bowsprit from the Crow's Nest



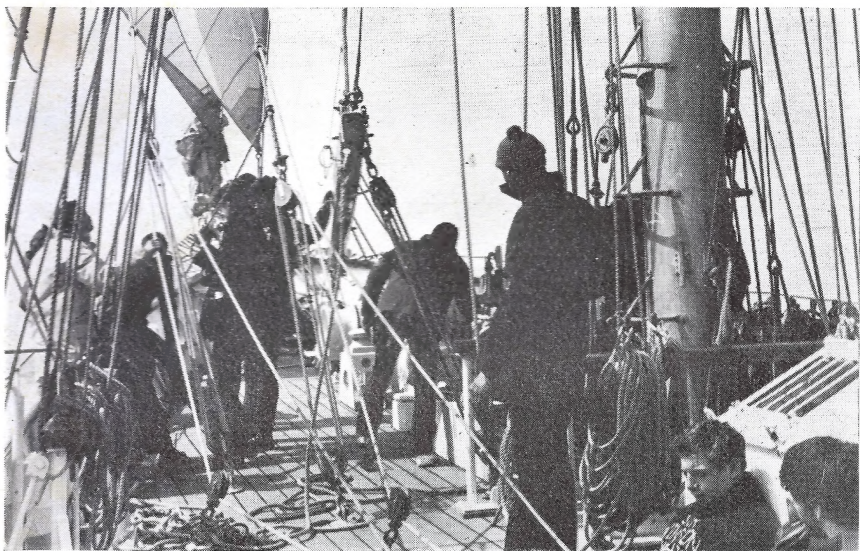
Some Comments by Trainees after their cruise

"If you want to spend a fortnight walking at odd angles, being alternately wet, cold or drenched with sweat, often lacking in sleep and sometimes a bit queasy; if you want to see the sun rise, to taste the tang of salt in fresh air, to be both awed and elated by the elements—apply to the S.T.A. for a berth on one of the Sail Training Schooners."

"It helped me to mix with people. We were all different types, who would probably not mix in the ordinary way. I found them a great bunch, all getting on well together because you soon learn that you can't run a ship unless you do."

"There's an increasing satisfaction in sailing a ship like this. A boy who can prove to himself that he can climb up the mast and along the yards has discovered self-confidence."

"The great thing is that at home many of us would have stood and watched someone else do the work. I think that this experience on board the schooner has turned us into doers instead of watchers."



The fore end of a S. T. Schooner.

"For the first hour of the watch I was the helmsman, and I cannot find words to describe the feeling you get when standing at the helm at night with the ship heeling at 30° under her canvas and making a full 13 knots. It is a really thrilling experience."

"At the end of the cruise most have been captivated by the ship and by sailing and are keen to continue."

"... there lay our passport to a fortnight of adventure and excitement in the shape of the three masted schooner, the *Sir Winston Churchill*."

The Need

Your financial support is urgently needed to

- (a) Reduce the cost of cruises for those who might not otherwise be able to afford the full cost of a berth.
- (b) Build up a reserve for the maintenance of the ships which, of necessity, must be kept at a high standard to ensure efficiency and safety.
- (c) Help meet the inevitable charges of administration in running an organisation of this sort.
- (d) To run Sail Training Races and other races and regattas for the youth of this country.

Application for Membership

Full name

Address
(IN BLOCK LETTERS PLEASE)

I hereby apply for Membership of the Sail Training Association.

I undertake to pay a subscription of Three Guineas a year and in the event of the Association going into liquidation during the time I am a member or within one year after I cease to be a member, I understand that any liability payable by me will not exceed the sum of £1.

Signed

Date

Please return to the Hon. Treasurer, The Sail Training Association, Market Chambers, High Street, Petersfield, Hants.

Deed of Covenant

THE SAIL TRAINING ASSOCIATION,
MARKET CHAMBERS,
PETERSFIELD,
HANTS.

Name and address : (BLOCK LETTERS PLEASE)

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Please note :

(a) The Deed of Covenant must be for a period of not less than seven years.
(b) The date of the first payment must be later than the date on which you sign the Deed.

(c) The sum to be inserted in the Deed should be the same as that on your cheque or Banker's Order.

Please return to :— The Hon. Treasurer, The Sail Training Association,
Market Chambers, High Street, Petersfield, Hants.

DEED OF COVENANT THE SAIL TRAINING ASSOCIATION

I,
(NAME IN FULL)

.....
(ADDRESS)

Hereby Covenant with The Sail Training Association of 3 Portland Street,
Southampton, that for a period of years from the date hereof
or during my life (whichever shall be the shorter) I will pay annually such a
sum as will after the deduction of income tax leave the net sum of £.....

I will pay the said sum annually on the day of

In witness whereof I have hereunto set my hand and seal this
day of 196 .

Signed sealed and delivered
by the above named :

In the presence of :
Signature of Witness :

Address

Occupation

Banker's Order

THE SAIL TRAINING ASSOCIATION,
MARKET CHAMBERS,
PETERSFIELD,
HANTS.

Name and Address : (BLOCK LETTERS PLEASE)

.....
.....
.....

Please return to :— The Hon. Treasurer, The Sail Training Association,
Market Chambers, High Street, Petersfield, Hants.

To (Bank)

..... (Address)

Please pay now and annually—on the same date—the sum of

£ (words)

to Messrs. C. Hoare & Co., 37 Fleet Street, London, E.C.4, for the account of

THE SAIL TRAINING ASSOCIATION.

Please debit such sums to my Account.

This Order is to remain in force until you receive notice to the contrary in writing

Signature

Date

2d.
STAMP

Donation

I enclose a donation of £.....:: towards the funds of The Sail Training Association.

Name and style
(BLOCK LETTERS PLEASE)

Address

Date

Please return to :— The Hon. Treasurer, The Sail Training Association, Market Chambers, High Street, Petersfield, Hants.

Form of Bequest

I bequeath to The Sail Training Association the sum of £..... to be used for such purposes as the Council of the Association shall in their absolute discretion think fit, and I declare that the receipt of the Honorary Treasurer of the Association on its behalf shall be a complete discharge to my Executors for the said legacy who shall not be required to see to the application thereof.

*Photographs by
The Daily Mirror, Angela Bromley-Martin, Bruce Williamson*

THE
SAIL TRAINING ASSOCIATION



Runs its Schooners
for the
Benefit of Youth

WILL YOU HELP ?